

Lago, Aruba Aid Rescued Fishermen



Adrift in the Caribbean for nearly a week without food or water, four Martinique fishermen who had been given up for dead by their families were rescued boat and all June 30 by the "Utilitas," an Esso-chartered tanker, and brought to San Nicolas harbor.

Capt. Loriol St. Ange and his three crew men, Albert Joachim, Costant Michalle and Emile De Luge, were in a state of near-collapse from thirst, hunger and exposure when they were spotted about 4 p.m. on the seventh day after the motor of their new fishing boat failed and they found themselves unable to make land.

Their arrival here July 1 set off a chain of community effort, trans-oceanic cables, diplomatic messages and international cooperation that included the naval forces of NATO, the international treaty organization charged with the defense of much of Europe and the Western Hemisphere.

In Aruba, the fishermen were (Continued on page 2)



LAGO BARGE No. 14 lifted the rescued fishermen's boat "Bouliki" aboard the French mine-sweeper "Eglantine" for the trip to Martinique.

LAGO BARGE No. 14 a hizo e bote "Bouliki" di e pescadornan salbá abordo di e bariminas Frances "Eglantine" pa e viaje di regreso pa Martinique.

"DON'T SPEND IT all in one place," one warns another as Acting Lago Community Council President E. M. Babcany presents them with \$25 checks donated by the Council. From left, the fishermen are Albert Joachim, Costant Michalle, Emile DeLuge and Captain Loriol St. Ange.

"NO GASTA TUR na un solo lugar," uno ta parce di ta averti otro mientras Presidente Interino di Lago Community Council E. M. Babcany ta presenta e pescadornan cu checknan di \$25 duná door di e Council. For di robez, e pescadornan ta Albert Joachim, Costant Michalle, Emile DeLuge y Capt. Loriol St. Ange.

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Nan a Worde Salba for di Lamar

4 Pescador Haya Ayudo Aki

Flotando den Caribe casi un siman largo sin cuminda ni awa, cuatro pescador di Martinique kende a worde salbá como perdi door di nan familia a worde salbá cu bote cu tur Juni 30, door di "Utilitas", un tanquero nabegando pa encargo di Esso, y trece San Nicolas.

Capitan Loriol St. Ange y su tres tripulante, Albert Joachim, Constant Michalle, y Emile De Luge tabata cerca di sucumbi bao sed, hamber y esposicion ora nan a worde mirá mas of menos 4 p.m. arriba di siete dia despues cu motor di nan bote nobo di pista a faya y nan a haya nan mes sin sufficiente bela pa yega terra.

Nan yegada aki July 1, a empuha un cadena di esfuerzo social, cable trans-oceanico, mensaje diplomatico y cooperacion internacional cu tabata inclui forzazan naval di NATO, e organizacion internacional cu ta encargá cu defensa di un gran parti di Europa y Hemisferio Occidental.

Na Aruba, pronto e pescadornan a consegui tur comodidad y aveglionan a worde haci mes ora pa hiba e hombenan y nan bote nan terra.

Mientras permanencia di e pescadornan na Aruba tabata alegre ("Tur hende a haci lo imposible bira posible, pa yuda nos," Capitan St. Ange a bosa) e siman promer tabata yená di afliccion y susto pa tormentoso solo di Caribe y fortaleza di biento y co- riente contrario.

Pa cuatro dia e hombenan no tabatin awa dushi. Cincu dia sin cuminda berdadero. Usando un di e ultimo descubrimontan científico pa sobrevivir na lamar, e pescadornan balente a risiko algo cu te algun luna pasá ningun nabegante bon di cabez lo a haci. Nan a bebe awa di lamar. Tambe nan a kauw pescá curú. Asina

Pescadornan Ta Gaba Yudanza Duná Aki

Clinton L. Olson, consul Americano na Martinique, a scirbi siman pasá cu e cuatro pescadornan salbá for di den Caribe door di un tanquero nabegando pa "Esso" a regresa nan terra "profuso den elogio" di e cuidado y consideracion cu Aruba a duna nan.

El a agregá cu hendenan di Martinique tabata "asombra" pa extensidad di e esfuerzonan di salbacion haci door di United States Air Force cual a organiza un buscadia pa aire y lamar for di nan base na Puerto Rico.

di e lento contrario, tabatin un coriente fuerte. Poco poco y casi sin ripara "Bouliki" y su tripulacion tabata chief afor di Martinique den lamar grandi.

E triki awor tabata pa keda bibo. Podiser por bini ayudo. E tripulacion tabata reza pa ese bini. Y si e ta pa bini, e lo mester bini liher.

Tabatin awa na bordo pa solamente dos dia; cuminda pa un dia. E pescadornan a preta nan faha, lembre e salo en talata forma na canto di nan boca y takata usa loke nan tabatin mas poco posilde. Ora tur cuminda a caban a cumenza cu lamar. Aki nan por a usa un di e ultimo descubrimontan científico.

No mucho tempo promer, Dr. Alain Bombard, un hoben doctor Frances, a sali pa proba un teoria di dje tocante kedamiento bibo na lamar door di crusa Atlantico den un bote chikito di rubber. El no a hilta ni cuminda ni awa pero toch a logra keda 55 dia ariba lamar perdiendo solamente 20 liber.

Den un biki cu el a scirbi tocante su experimento, e hoben doctor a reporta cu el a keda bibo comiendo plankton, kauw pescá curú y bebe un

(Continued on page 8)

Safety Division Begins New Indoctrination Plan

Two Sessions Scheduled During Employee's First Week On Job

Lago's Safety Division kicked off a new indoctrination program Tuesday when it staged a three-hour illustrated discussion of safety principles, policy and procedure for a group of employees who graduated earlier this month from the Lago Vocational School.

The discussion was part of a program recommended by the Safety Program Study Group and endorsed by Management. The study group, formed earlier this year to evaluate the company's current safety incentive program and recommend improvements, suggested a two-part indoctrination as an improved means of securing employee cooperation.

The indoctrination program, devised by the Safety Division, gives the new employee the two sessions during the first week on the job. The initial session, held the day the employee reports for work covers the purpose of safety, company safety policy, general safety rules, the Manual of Safe Practices, the mechanics reporting of injuries and medical treatment available.

The second session, given during the first week of employment, covers in more detail the points included in the first session. Backed up by moving pictures, visual aids and demonstrations of the use of safety equipment, the second session goes into such details as protection of fellow workers or the mechanics of reporting an injury.

A plant tour, in which features of the discussion just completed are pointed out, winds up the indoctrination. It covers the location of the dispensary and hospital, Mechanical Department shops, Safety Field Office, Central Tool Room and various processing units.

Tour conductors point out the refinery areas where special precautions are recommended, where proper or improper material handling methods can cause accidents, where pedestrians are permitted and where they are not plus examples of other points covered in the two discussions.

The purpose of splitting the indoctrination, the division said, is to explain the rudiments of safety to the new employee during the first day at work, then follow up with a more complete explanation to offset the confusing influence of the first day on the job.

Car Pass Deadline

Official and floating vehicle passes become invalid at midnight, July 18. Only vehicles bearing 1954 passes will be admitted to the refinery as of 12:01 a.m. July 19.

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Lago, Aruba Aid Fishermen

(Continued from page 1)

made comfortable and arrangements went forward to get them and their boat back to Martinique.

While the fishermen's stay in Aruba was a pleasant one ("Everybody made the impossible possible, just to help us," said Capt. St. Ange), the week that preceded their rescue was filled with nightmarish helplessness against the grueling Caribbean sun and the strength of the contrary current and winds.

For four days the men had no fresh water. For five days no real food. But by making use of the latest scientific discoveries about survival at sea, the intrepid fishermen dared something which until a few months ago no sailor in his right mind would have tried. They drank sea water. They also chewed raw fish. As a result, they came through their harrowing adventure in fairly good physical condition.

The adventure of the "Bouliki", which is the name of the fishing boat, began June 24, when Capt. St. Ange decided to test the craft, the first of 20 similar boats to be purchased by a fishing cooperative recently formed in Martinique. The cooperative had named Capt. St. Ange to head the company as its president.

For many generations the fishermen of Martinique have relied on row boats. This was to be their first attempt at the wide-scale use of motor-driven craft. Therefore a great deal depended on the decisions Capt. St. Ange would have to make as he set out that day to put the "Bouliki" through her paces.

About 20 miles off-shore, the fishing captain ordered the engine stopped. The boat's small sail was run up to hold her in position while trawl lines were set out. The "Bouliki" responded nicely. The crew members were expert at their jobs. Everything was going well.

Capt. St. Ange decided the tests had proved the sea-worthiness and general utility of the boat. He gave the order to bring in the lines, to haul down the sail and to start the engine for the short run into shore.

The lines came in, the sail came down but the engine would not start. Emile De Luge, a man who has a way with motors, worked the rest of the afternoon and well into the night on the balky engine. Still it wouldn't start.

By nightfall the men knew they were in serious trouble. Capt. St. Ange had known for several hours. In spite of everything the wise and wary 65-year-old mariner could do, the stiff off-shore trade wind was too strong. Against it the "Bouliki", with only a small, auxiliary sail, could make no headway. In addition to the contrary wind, there was a strong current running. Slowly, inexorably, the "Bouliki" and her crew were drawn away from Martinique and out into the broad, empty sea.

The trick now was to survive. Perhaps help was come. The crew prayed that it would. If it did, it would have to come soon.

There was enough water on board to last the crew only two days; enough food for a single day. The fishermen tightened their belts, licked the salt that eaked in the corners of their mouths and used what stores they had as sparingly as possible. When they were gone the men turned to the sea. It was here that they used one of the latest discoveries of science.

Not long before Dr. Alain Bombard, a young French physician, had set out to prove a theory he had about survival at sea by crossing the Atlantic in a small rubber dingy.

ghy. He carried no food or water, yet managed to survive 55 days at sea with a loss of only 20 pounds.

In a book he wrote about his experiment, the young doctor reported that he survived by eating plankton, chewing raw fish and drinking minute quantities of sea water for limited periods. Besides giving him nourishment, the flesh of the raw fish yielded considerable amounts of fresh water. Dr. Bombard drank the sea water to help stave off dangerous dehydration.

He reported that he drank no more than 800 to 900 grams (about 1½ pints) stretched out over a period of four or five days. Then he stopped for several days before drinking any more.

Fisherman Praise Help Given Here

Clinton L. Olson, American consul in Martinique, wrote last week that the four fishermen plucked from the Caribbean by an Esso-chartered tanker returned home "lavish in their praise" of the care and consideration given them in Aruba.

He added that the people of Martinique were "amazed" at the extensiveness of the rescue efforts made by the United States Air Force which mounted an air-sea search from its headquarters in Puerto Rico.

The men aboard the "Bouliki" had heard about the professor's exploits and when faced with starvation and thirst they remembered his discoveries. They caught fish — one of them a small shark — and ate them raw. Now and then they scooped up and drank a little sea water.

Captain St. Ange tried to steer a course toward land, but he had neither charts nor navigation instruments as he had not intended to go very far from land. The possibility of hitting land by chance was slim. From Martinique the open Caribbean stretches out for 500 miles along the course of wind and current followed by the drifting "Bouliki."

Back in Martinique, marine officials had broadcast a general alert to all mariners. There were others who were anxious over the fishermen's fate. All the men are married; one has six children. By week's end, certain their husbands were dead, the fishermen's wives had gone into mourning.

Then, plowing West through the Martinique passage between Dominica and Martinique, on her way from the Canary Islands to Aruba, came the "Utilitas," an Italian tanker under Esso charter. Two days out of Aruba the wireless operator picked up the alert from Martinique. Capt. D. D'Abbinovich passed the order for all hands to keep a sharp lookout for the "Bouliki".

Late in the afternoon of June 30, at 13°45' North Latitude and 65°30' West Longitude — a point some 300 miles from Martinique — the "Utilitas," dead on her course, overtook the "Bouliki".

At the captain's order, the big ship slowed. A davit swung out and as the tanker came to a stop a life-boat was lowered to take the lost sailors off their helpless craft. The men were saved. But the rescue wasn't over.

A powerful cargo boom swung out over the "Bouliki", a heavy rope was made fast to her hull, and in a few moments the fishing boat was lifted out of the water and lashed securely to the deck of the "Utilitas". "Full

forces to care for the men until arrangements for their return to Martinique could be completed.

Two of the men were found to be

Four Retiring Employees' Service Near One Century

Four Lago employees, whose combined service falls just short of a century, will retire effective Aug. 1. They are Juan F. Lacle, Percy O. Hope, Josephus Giel and Eusebio A. Ras. All but Mr. Hope — who plans to return to St. Vincent — are natives of Aruba and will not leave the island.

Mr. Lacle, hired in 1926 as a laborer in Marine-Wharves, has over 28 years of service. In 1930 he became a wharfinger in Receiving and Ship-



J. F. Lacle



P. O. Hope

ping and has remained in that department.

Mr. Hope was first employed as a Mason and Insulators laborer in 1930. During his more than 23 years of service he has also served as a painter, potwasher, dishwasher, truck helper, wharfinger B and A and corporal C in Receiving and Shipping-Wharves.

Mr. Giel, with more than 22 years of service, will retire as a mason A. He was first employed in 1925 as a laborer. Eight years later he became a mason second class in Mason and Insulators and since then has served as a mason C, B and A.

Mr. Ras will retire as a salvageman B after more than 20 years of service. He was first employed as a laborer in 1933, became a helper in the Pipe Craft in 1934 and since then has served as pipefitter C and B and as a salvageman B.

ahead," the "Utilitas" continued on her way to Aruba.

Upon arrival in Lago's harbor, the "Utilitas" was met by Immigration Officer Leoncio Maduro. He notified P. Wurtz, manager of S. E. L. Maduro and Sons in Aruba, who often acts on behalf of the French consul in Curaçao. Mr. Wurtz notified the consul in Curaçao of the presence and plight of the Martinique fishermen and the French consul quickly set the powerful forces of international diplomacy in motion to aid the fishermen.

Curaçao radioed Martinique through diplomatic channels to inform them of the rescue and to ask for instructions. Martinique radioed Paris. Paris radioed Washington.

In Washington, NATO officials knew that two French mine sweepers, the "Eglantine" and the "Gardien," part of NATO's international naval force, were enroute from San Diego, California, by way of the Panama Canal and Martinique, to Brest, France. Washington ordered the two minesweepers to put into Aruba to pick up the men and their boat.

Meanwhile, Mr. Wurtz, still acting as a representative of the French government, G. Schouten, a member of the French "colony" in Aruba and editor of "Chichibui" and "The News," together with a number of San Nicolas merchants and the Lago Community Council which had been contacted by Mr. Schouten, joined forces to care for the men until arrangements for their return to Martinique could be completed.

Two of the men were found to be suffering from exhaustion and exposure and were admitted to San Pedro hospital. The others were headed



SEVENTEEN selected and 21 newly-elected District Representatives met with Management and Industrial Relations Department representatives July 3 in the Lago Employee Council headquarters (above) for the biennial turn-over meeting.

DIEZ-SIETE District Representatives re-eligible y 21 nombra a reunión con representantes de Directiva y de Departamento de Relaciones Industriales el 3 de julio en la oficina de Lago Employee Council (arriba) para reunión de cambio cu ta tuma lugar cada dos años.

Partial Eclipse Of Moon Seen From Aruba

The moon was supposed to be full when it rose last Thursday, but residents of Aruba could only see part of it because the earth was blocking some of the light from the sun.

Anyone who was at a vantage point from which the eastern and western horizons were visible at 6:39 p.m. could see the sun setting in the West, moon rising in the East and first trace of the shadow of the earth being cast on the surface of the moon.

As time passed more and more of the moon was obscured as the earth — in its passage through its orbit — passed between it and the sun. By 7:50 p.m. the shadow of the earth had obscured 31 per cent of the apparent surface of the moon and the partial eclipse had reached its maximum.

Continuing on its orbit, the earth's shadow slipped across the moon bearing more and more of it to the light of the sun which had long disappeared from sight in Aruba. By 9:01 p.m. the eclipse was over and the full moon — true to predictions — shone.

The next partial eclipse of the moon is scheduled Christmas Day.

down for the night in the Marchena Hotel in San Nicholas. Clothing, food, cigarettes and cash were provided for all hands.

The day after they arrived in Aruba, the four fishermen and their boat were taken aboard the French mine sweepers which had arrived earlier in the day.

The 30-foot "Bouliki" was placed aboard the "Eglantine" by Lago's No. 14 derrick-barge aided by other harbor equipment. Capt. St. Ange and his crew went aboard the "Gardien," where they were given a hearty welcome by the officers and crew.

Shortly after the fishermen were taken aboard, the sleek 144-foot warships churned out of Lago's harbor and set a course for Fort de France, Martinique.

Just before sailing, Captain St. Ange said, "Thank you very much for the wonderful welcome in Aruba. We shall never forget your kindness."

65 Employees In Clerical Courses

Sixty-five employees started last week on the annual Summer Clerical Training Program. Six courses are being offered: basic typing, intermediate and advanced typing, intermediate shorthand and office practice.

Abuso di Rebaho A Causa Aviso

Marketing Division di Lago, tumando nota di kehonan tocante abuso di e privilegio di 10 por ciento di rebaho ofrecio ariba compras na stacionnan di servicio Esso, n saca a aviso aki e siman aki;

"Obheto di e rebaho di 10 por ciento duná na empleadonan di Lago na stacionnan di servicio Esso ta pa anima empleadonan pa usa producionan di compania.

"Esaki ta nifisa cu tire, bateria, pieza, gasoline, azeta y otro necesario danan di auto cu un empleado cumpra na rebaho nester worde usú solamente ariba un vehículo registrá na nomber di e empleado.

"Compras door di empleadonan di producionan cu no ta destiná pa uso personal di e empleado no tin derecho ariba e rebaho. Un empleado cu hacie abuso di e privilegio di rebaho por perdele."

Family Tours Still Available

The Public Relations Department said this week its records show that an invitation to tour the refinery had been sent to the family of each Lago employee.

Employees whose families have not received invitations, or whose families were unable to attend previously-conducted tours, were asked to telephone the Reception Center at 2137 if they wished to arrange a tour.

From its inception in December, 1952 to June 30 of this year, the tour program took 8299 persons — members of 2226 employees' families — through the refinery.

65 Empleado Den Cursoran Clerical

Sesenta y cinco empleado a cuminza siman pasá den e Summer Clerical Training Program, un serie di curso anual. Seis curso ta worde duná; typeman primario, intermedio y avanzá, shorthand intermedio y practicón di oficina.

E cursoran ta worde duná doce di Srita. Eunice Miller di New York City y Srita. Marie De Rose di Paterson N. J. Elesnan ta tuma lugar for di Diáluuna te Diabieriu di 7 a.m. te 3 p.m. Studentenon ta bini for di casi tur departamentonan.

The courses are being taught by Miss Eunice Miller of New York City and Miss Marie De Rose of Paterson, N. J. professional business school instructors. Classes are conducted from 7 a.m. to 3 p.m. Monday through Friday. Students are from almost all departments.

Kok Urges LVS Graduates To "Improve Your Skills"

Education Is Vital To Youth, Aruba

The technical education of Aruba's young men is vital not only to them but to the island which depends upon industry for its economic well-being. G. Kok said during commencement exercises of the Lago Vocational School July 2.

Mr. Kok, assistant inspector of education for the Netherlands Antilles and principal speaker at the exercises, urged the 84 young men who were completing four years of school to "improve your skill and technical knowledge."

His talk hinged on three points: that Aruba needs industry, that in-

dustry needs "highly skilled" workmen and that Aruba's population is growing faster than job opportunities.

"It is a fact," Mr. Kok said, "that Aruba needs industry. Without industry Aruba would fall back to her place of 30 years ago; a forgotten island in the Caribbean."

However, he added, no nation or community can support industry without men of varied skills. Thus, he pointed out, "the education you enjoyed for four years is not only of great importance for yourselves, but also for the community in which we live."

Mr. Kok urged the graduates to

continue their education — "to follow night courses, to read trade magazines and books on technical subjects" — in order to keep pace with industry's demand for technical competence.

Technical competence, he pointed out, would also be a weapon to use in the "struggle for life" in years to come when the island's population will be putting more men in the labor pool than industry will be able to absorb.

Lago President J. J. Horigan, in announcing that Loreto Kock and Hendrik P. Barenco had won the company's one-year scholarship to

the Allentown High School, also touched upon the need for education.

"The time and work these young men have spent on education will pay them rich dividends," Mr. Horigan said. "Their investment will yield a livelihood and the sense of security that only a skilled workman — who knows his talents are in demand — can feel."

He said that Lago had also invested in the future of the graduates. "Our company is counting on their someday becoming — with other young men of Aruba — the leaders of the refinery," he explained.

In a welcoming address J. V. Friel, industrial relations manager, said the graduates might "well be considered the best-trained group we have ever graduated."

He said the improved training given the 1950 class was necessary not only because of the ability of the class members "to accept a greater challenge," but because "they are graduating into a world which will give them a greater challenge."

The young men with a secondary education is no longer unusual in Aruba, he said. "Increasingly, it is becoming accepted that an adequate educational preparation is essential for the young man competing in today's — Aruba's — business world."

Also on the program were Loreto Kock who welcomed the guests; Antelino Kock, a 1944 graduate who spoke on behalf of the class celebrating its 10th anniversary; Fabian Francis, an LVS instructor who certified the class members for graduation; Chriselmo Schwengle, who introduced "Hymn of Aruba" which was given its first public performance by the LVS Glee Club and Percy Brunings, a member of the graduating class who presented a farewell address.



G. Kok
"..... follow night courses"
"..... sigui cursonan"

Kok a Bisa Graduacion di School Su Balor

Educacion tecnico di hobennan di Aruba ta vital no solamente pa nan mes, pero tambe pa e isla cu ta depende ariba industria pa su prosperidad economico, asina G. Kok a declara durante ceremonian di graduacion di Lago Vocational School Juli 2.

Sr. Kok, sub-inspector di education den Antillas Holandes y orador principal na e ocasion, a recomendado seriamente na e 84 hobennan cu a completa cuatro anja di school pa "mehora bosoabilidad y saber tecnico."

Su discurso tabatin tres punto importante: cu Aruba mester di industria, cu industria mester "trahardonan di ofishi bon sinja" y cu populacion di Aruba ta creciendo mas rapido cu oportunidadnan di trabao.

"Ta un hecho," Sr. Kok a bisa, "cu Aruba mester di industria. Sin industria Aruba lo cae back pa su mes lugar di 30 anja pasá; un isla lubidá den Caribe."

Sinembargo, el a agrega, ningun nacion di comunidad por soporta industria si nan no tin homber di sabor variá. Anto, el a splica, "e education eu boso a recibi durante cuatro anja no ta solamente di importancia grandi pa boso mes, pero tambe pa e comunidad den cual nos ta biba."

Sr. Kok a recomienda pa e hobennan sigui sinja — "pa sigui cursonan di anochi, pa leza revistanan di ofishi y bukinan tocante asuntan tecnico" — pa tene paso cu demanda di industria paabilidad tecnico.

Abilidad tecnico, el a splica, por bien ta un arma pa usa den e "lucha pa bida" den anjanan venidero ora populacion di e isla lo ta entregande mas hende di trabao cu industria por absorba.

Presidente di Lago J. J. Horigan, anunciando cu Loreto Kock y Hendrik P. Barenco a gana e beca di estudio di un anja na Allentown High School, tambe a referi na e necesidad pa education.

"E tempo y trabao cu e hohennan aki a gasta ariba education lo paga bon despues," Sr. Horigan a bisa. "Nan investura lo trece pa nan un modo di biba y e sentimento di seguridad cu solamente un homber di ofishi bon sinja — kende sabi cu su talentonan ta na demanda — por sinto."

El a bisa cu Lago tambe a investa den futuro di e hobennan. "Nos Compania ta conta cu un dia — hunto cu otro hobennan di Aruba — nan lo ta e lidernan di e refineria," el a splica.

Den un discurso di bienvenida J. V. Friel, gerente di relaciones industrial, a hisa cu e hobennan por "bien wondre considera e grupo mejor prepara cu nos a yega di gradua."

El a bisa cu e mejor entrenamiento duná na e klas di 1950 tabata necesario no solamente pa motivo di eabilidad di e miembran di e klas "pa accepta un desafio mas grandi," pero pasobra nan ta graduando den un mundo cu lo confronta nan cu un desafio mas grandi."

E hobennan en education secundaria no ta stranjo mas na Aruba, el a bisa. "Mas y mas ta bira aceptable cu un preparacion educational adecuado ta esencial pa e hobennan competiendo den bida Arubano di awendia."



THE CLASS of 1950 and guests at its graduation ceremonies from the Lago Vocational School listen to the principal speaker of the evening, G. Kok, assistant inspector of education for the Netherlands Antilles.

E KLAS di 1950 y invitadon na ceremonianan di graduacion ta scuchando e orador principal di e anochi G. Kok, sub-inspector di education den Antillas Holandes.

'53 Scholarship Students Bring 'Word' To Successors



ON THE steps of the Allentown home of Mr. and Mrs. Frank Forgan, Lago's 1953 scholarship winners Marciano Angela (left) and Patricio Ras say "goodbye" to their hosts of the past year.

ARIBA trapi di cas di Sr. y Sra. Frank Forgan na Allentown, e ganadonan di beca di estudio pa 1953 Marciano Angela (robez) y Patricio Ras ta tuma despedida for di nan huespednan durante e anja.

"Now, you'll see television all the cement exercises the night of July 2. A few minutes before Lago Presi-

"But what about school and the.....?"

"Oh, you'll find out about all that. Now in the winter there's....."

And so it went as Marciano Angela and Patricio Ras, just back from a year at Allentown, Pa., briefed Loreto Kock and Hendrik Barenco at the Lago Vocational School comen-



AT THE Lago Vocational School commencement exercises, Marciano and Patricio "brief" their successors, Loreto Kock (left) and Hendrik Barenco, on what their life will be like.

NA graduacion reciente di Lago Vocational School, Marciano y Patricio ta duna nan sucesornan, Loreto Kock (robez) y Hendrik Barenco, un idea di kiko mas of menos nan por spera.

ried up after the ceremonies to congratulate their successors and brief them on what their life would be like as students at the Pennsylvania school.

They told them of the studies, the dances, the athletic teams and the other phases of American high schools. They told them of life in the eastern Pennsylvania city — of the church activities of the Young Men's

Christian Association, of the parties, the hay rides, the skating junkets.

They told them of the trip to New York, the tour of the city, the points of interest they'd see. And as fast as they'd explain one thing, Hendrik and Loreto would have a question about another. Next month they'll get their answers first-hand when they leave Aruba for the States and begin their year as American high school students.



PALMAREJO, on the northwest coast of Lake Maracaibo, was the "Mara's" destination. Aluminum painted storage tanks gleamed in the sun against a backdrop of billowing gray flare smoke.

PALMAREJO, na costa noordwest di Lago Maracaibo, tabata destino di "Mara." Tankinan gevert color di aluminium tabata blink den solo contra un fondo.



UNDISMAYED by the dark night, pilot leaps nimbly from **SIN PREOCUPA** pa scuridad di a e loads ta bula liher

Life Aboard A Lake Tanker

About The most They Could Hope For was 8 Hours Ashore

(This is the second in a series of two articles on a trip the S.S. *Mara* made to Lake Maracaibo last month — a trip much like the crude-hauling voyages made by lake tankers the past 30 years.)

Within a few minutes the "Mara" passed San Carlos, a tiny village behind a low, gray fort built on a promontory which juts out from the northwest shore of the lake. Old cannon, stuck upright in the sand, marched from the wall of the fort to the water's edge to form a fence.

Past San Carlos the "Mara" drew abreast of one of the two United States dredges which are digging a straight channel through the lake.

When the lake channel — 35 feet deep, 600 feet wide and some 17 miles long — is completed from San Carlos to Punta de Palmas, ocean-going tankers capable of carrying up to five times as much crude as the average laker will be able to sail through the lake and up to the loading terminals.

The lakers, because of their shallow drafts were first adopted around 1924 when the old Lago Petroleum Corp. started to produce crude oil in commercial quantities in the Bolivar Coastal Field of Lake Maracaibo. For years they were the only bulk carriers which could negotiate the outer and inner bars to reach the deeper water above Punta de Palmas.

Since 1938, however, several companies producing in the lake have jointly operated a dredge which has maintained a 22-feet-deep channel through the inner bar and opened the lake to some deep-water tankers.

The new channel will admit ships like the T-2's and super-tankers which are not only larger than the lake tankers, but which require only slightly larger crews. They will be more economical to operate and Lago — forced by competition to cut costs wherever possible — will give up its lake fleet in favor of the larger ships.

The dredge, the "Jamaica Bay," resembled a rumbling water bug. Wide and squat, it stuck its hose snout down to the bed of the lake. There it sucked up the silt and transferred it to another hose which, slung between floating oil drums, snaked out from the stern of the dredge like a tail.

From the end of the tail poured silt. Mud banks, which just broke the surface of the water, showed where the silt had been dumped as the dredge worked its way up the lake. It is expected the dredges will finish their work next summer.

A rock breakwater, which will extend about 2 miles into the Gulf of Venezuela to protect a 36-ft deep, 1000-foot wide, seven-mile-long extension of the channel, is expected to be completed in August of 1955.

As the "Mara" wound its way through the channel which pierces the inner bar it passed clusters of the brilliantly orange fishing dories which appeared all over the lake. Some were working in pairs, dragging a net between them as they were swept along by rocking, brawny oarsmen. Others scudded before the wind under their many-hued, leg-o-mutton sails.

Traffic in the channel was heavy. As the "Mara" made its way toward Palmarejo it passed the "Sandpiper," a dredge operated by the producing companies, which was heading for the outer-bar to work on the old channel; the "Esso Bachaquero," bound for Amuay with a load of crude and a number of other tankers bound for Caribbean and other ports.

The "Mara" slipped past buoy after buoy bobbing in the swift channel current. At Buoy No. 24 the pilot turned to starboard and headed for Palmarejo, a loading terminal on the northwest shore.

The terminal, operated by the Shell Caribbean Petroleum Co. but also used by other concerns as are many of the lake terminals, could be seen directly ahead. Aluminum painted storage tanks gleamed in the sun against a backdrop of billowing gray flare smoke.

From the shore a slim finger ran some 300 yards into the lake. As the "Mara" neared the pier a bright red railroad "speeder" zipped out along the pier and stood waiting while the ship was tied up.

The pilot shook hands with the "Mara's" captain, J. P. Turner, stepped onto the pier, boarded the "speeder" and was whisked ashore.

The ship had hardly docked when wharfingers swarmed aboard, fitted gaskets to loading connections forward and amidships and bolted in the cargo hoses. On the pier other wharfingers opened valves on the lines which led to the storage tanks ashore and the first of 40,000 barrels of "Mara" crude came gurgling aboard.

While the hoses were being connected a pier clerk, a customs official and a member of the Venezuelan National Guard — dressed in green fatigues, combat boots and overseas cap — came aboard. They conferred with Capt. Turner a moment and left.

Throughout the afternoon the pumps pushed barrel after barrel of oil into the "Mara's" tanks. Draft marks at her bow and stern followed each other under the surface as the ship settled beneath the incoming tons of crude.

On the dock some of the wharfingers sat in the shade of the hose derrick platform and talked quietly. Others fished. One moved up and down the pier with a three-pronged gig, looking for unwary fish amidst the pilings. A guard, swinging a machete and dressed in a pith helmet, gray trousers and shirt with an orange Shell emblem on the pocket, patrolled the pier.

The sun was beginning to set by one of the oil companies, roar shore. Fishing boats, all under s:

At 4:30 a single bell rang out i who would relieve those on watc appeared and rang dinner bells f

After dinner Chief Mate L. R. and reflected the rays of the set the length of the ship, flashing

To check the progress of the days, a sparkless flashlight at ni explosive crude on fumes. As c loading valve closed.

When the last tank was filled down oil drums and dumped the lution of the lake waters. Then up on the pier and took their sta

A few minutes before the ship with a new pilot. He came aboa fore and aft" and the "Mara" he disappeared.

The ship, drawing 15 feet, 9 1/2 not retrace its path to Buoy No. water was deeper and reenter th

By the time the "Mara" had tu way back up the lake, night had twinkled under a reddish sky-gle green buoy lights picked out the

With the ship underway the ci the cabin lights winked out until from the captain's cabin — when other paper work — pierced the

Occasionally a light would su while Third Mate John McBride.

As the ship moved up the lake before it had gustily snapped the them like a bow. It mumbled a through the open portholes in a

It piled the waves higher and the harbor deck and smashed in and after bulkheads. Though lo took the waves on her starboard

Off to port the lights of the ' through the night on the new ch



WITH the hoses connected, a terminal supervisor gives the signal to open the valve and the crude comes gurgling aboard.

CU e hosenan conectá un supervisor di e terminal ta duna senjal pa habri e valve y e crudo ta cuminza batha abo do.



TWO wharfingers sock up the bolts which connect the loading line to the inlets aboard the lake tanker.

DOS wharfinger ta Sock up e boltnan cu lo conecta e linea di carga cu e recipidor di tanki abordo di e tanquero.



THREE MEN on a davit crane help swing tanker's weekly boat drill.

TRES HOMBRE yudando swing un bote semanal na bordo di e tanque



inding waves or speed of the two vessels, the
"Mara" to the pilot launch.
olano halto of velocidad di e dos barconan.
"Mara" ariba e bota di loads.

In a twin-motored amphibian, operated
low from the lake and flew on toward
urried after it.
ting dinner was ready for the crewmen
half-hour later stewards in white coats
e rest of the officers and crew.
appeared with a stainless steel mirror
run through an open tank lid. He went
mirror to see how full each tank was.
ng the officers use mirrors on sunny
to reduce the chance of setting off the
ank came full, Mr. Good ordered the

wharfingers drained the hoses into cut
e into a starboard tank to prevent pol-
unhooked the hoses, hauled them back
at the mooring lines.

ready to sail the "speeder" reappeared

Capt. Turner gave the order to "let go

into the lake as the last rays of the sun

loaded to the fresh water mark, could

ut was forced to drop down where the

nnel at Buoy No. 28.

to port and was starting to thread its

en. Astern the lights of the mainland

rown up by the flares. Ahead red and

nel through the dark water.

ettled down for the night. One by one

the ship's running lamps and a light

porred over manifests and payrolls and

u.

in the chartroom, burn a moment

e in the ship's log, and then go out.

intensity of the wind increased. Where

o antennae back and forth it now bent

the canvas windscreens and piped

throated drone.

er until they sloshed a foot deep over

owering spray against the trunk sides

to capacity, the "Mara" rolled as she

quarter.

ica Bay" could be seen as she worked

Across the lake strings of naked bulbs



boat over the side during the lake
e seconds are vital.
da over di canto durante e ejercicio
ia algun seconde ta vital.



WHARFINGERS at the terminal at Palmarejo expertly catch a heaving line, then haul in the "Mara's" bow mooring line.

WHARFINGERS na e terminal na Palmarejo ta coge un linea expertamente, despues nan ta hala e cabuya di mara trece aden.

cracked the darkness where workmen pushed the breakwater out into the gulf.

As the ship neared San Carlos, every light in the village went out. "The generator must have failed again," the helmsman commented. "It does it all the time."

Wildly tossing red and green lights to port indicated the approach of the launch to take off the pilot. The launch dropped astern, then with a burst of speed came up on the port side where the "Mara" protected the smaller craft from the wind and waves.

With practiced agility the pilot jumped to the harbor deck just as a wave receded, skipped across the dripping deck plates and leaped into the speeding launch which disappeared astern.

Past San Carlos the channel buoy lights skirted the peninsula shore and then swung to starboard into the open gulf. There, outside the protection of Zapara Island, the "Mara" met a massive chop built by the driving wind.

Wave after wave smashed onto the starboard harbor deck. The wind shredded the wave tops to spray and hurled it two decks high. As the ship left the last pair of channel lights behind the first wave came over the bow and sent rivulets of water running down the darkened bridge windows.

Burdened by tons of crude the "Mara" could not rise on the swell but slugged its way through each wave. Its speed cut to six knots, the ship rammed on through the night and early morning, rolling in the quartering swell and shuddering as each wave sent tons of water crashing on the bow.

About 4 a.m. the wind, true to Capt. Turner's prediction, began to slacken. Though the seas still ran high, they broke less frequently over the bow. When the crew arose the "Mara" was steaming along at a steady seven knots through a moderate swell.

Breakfast over, the men turned to on their daily chores. Out came the chipping irons, the paint brushes, the coils of rope and cable. About 9 a.m. Chief Mate Good appeared in a life jacket and ordered the ship's weekly boat drill.

To the port upper deck aft the bos'n, sailors, quartermasters, stewards, cooks and engineroom hands hurried, tying their life jackets as they ran.

At the mate's signal each fell to his appointed task. Some loosened the lashings on the white lifeboat. Other fitted handles to the davit cranks. Others stood by with lines in hand, ready to guide the boat as it was swung out and lowered toward the water.

At another command the men at the cranks went to work and the davits tilted, swinging the lifeboat over the side. The mate ordered the boat lowered a few feet, then brought back inboard and secured. The men went back to their work, chiding each other about their performance during the drill.

Noon came, the watch changed and the ship ran on. Two ocean-going tankers passed to port and went on toward the lake. A sailboat crossed the "Mara's" bow and the fishermen aboard stood up to wave as they bobbed off toward Venezuela.

Dusk was descending as the ship passed some 2½ miles off Macolla Light. Capt. Turner announced three more hours to Aruba. A short time later the island came into sight. First to catch the eye were refinery tanks and the new water tank outside Santa Cruz which reflected the last rays of the sun.

As darkness started to descend the two harbor flares cut through the gloom. Then the lights of the Cat Plant. Then other lights within the refinery and harbor.

Suddenly a white beam shot from the harbor toward the "Mara." It blinked erratically for almost a minute, sending a Morse Code message to the ship, then went out. Chief Mate Good repeated the message with a signal lamp and then reported to Capt. Turner the "Mara" was to enter by the West Entrance and tie up at the No. 2 Lake Tanker Dock.

As the ship neared the entrance, the off-duty officers and men were getting ready to go ashore. About the most they could hope for was eight hours while the ship was unloading before they headed back for the lake.

It was Saturday night and most of the crewmen were planning to see their families or to spend the night on the town. Some of the officers were getting ready for a dance at the Marine Club. Others planned to spend the time in their quarters ashore.

Nearing the entrance about 7:50 the captain had "stand by" rung on the telegraph and the engineers took their places by their valves, levers and telegraph dials.

Capt. Turner cut the speed to "half ahead" then had the helmsman bring the ship around so the red and green leading lights ashore were in line. Through the entrance, the captain ordered minute changes in direction as the ship went past the Gas Docks, Reef Docks and on to its destination.

In the glare of floodlights stood wharfingers ready to take the mooring lines. Within minutes the ship was tied up, hoses were connected and the ship's pumps went to work unloading the crude. Above the pump rumble came the rattle of shoes as the crew hurried ashore.

At the end of the gangway each turned and looked at the ship's "Sailing Time" clock. It read 4 a.m.



THIRD MATE John McBride flashes a mirror into a tank to see how the loading is progressing.

TERCER OFICIAL John McBride ta refleha un spel den un tanki pa mira com e cargamento ta progesa.



WATER sloshes over the "Mara's" harbor decks as she wallows back toward Aruba with 40,000 barrels of crude oil.

AWA ta corre over di deknan abao di "Mara" mientras esaki ta lucha pa Aruba cu un carga di 40,000 barril di azeta crudo.



DRAINING the loading hose, wharfingers carry the crude in a wash bucket to an open tank lid and dump it.

ORA nan a caba di drain e hose, wharfingers ta cargo e crudo den un emchi hiba bai basha den un tanki habri.

Bida Riba Tanker di Lago

„Mas Loke Nan Por A Spera Tabata 8 Ora Na Terra”

(Esaki ta segunda den un serie di dos articulo tocante un viaje cu S.S. „Mara” a haci pa Lago Maracaibo luna pasá — un viaje similar na tur e atronan cu tanqueronan chikito a haci ultimo 30 auja pa busca azetu.)

Un muraya di piedra, cual lo penetra den Golfo di Venezuela 2½ milla leuw pa protega extension di e canal cu ta 36 pia hundo, 1000 pia hancho y siete milla largo, lo mester bini ela durante ultimo cuartal di 1955.

Mientras „Mara” tabata sigui su camina door di e barra cu ta sali den e canal pafor, el a pasa troshi di bote di pesca gever brillantemente oranje. Algun tabata traha na paar, halando un reda mientras nan ta move cu rema. Algun tabata traha sol movi door di bela.

Tabatin hopi trafico den e canal. Segun „Mara” tabata sigui pa Palmarejo, el a pasa „Sandpiper”, un draga operá door di e companianan producente cu tabata na camina pa e barra exterior pa drecha e canal; „Esso Bachaquero”, na camina pa Amuay cu un carga di crudo y algun otro tanquero cu destino pa puertonan den Caribe of afor.

„Mara” a slip pasa boei tras boei lorando den e suave corriente den e canal. Na Boei No. 24 e loods a bira y a tuma direccioen pa Palmarejo, un terminal di carga na costa noordwest.

E terminal, operá door di Shell Caribbean Petroleum Co. pero cu ta worde usá door di otro empresanan tambe mescos cu hopi di e terminalnan di e lago, por worde mirá net adilanti. Tankinan color di aluminium tabata brilla den solo contra un fondo di huma shinishi.

For di terra un finger pier tabata corre como 300 yarda den e lago. Mientras „Mara” tabata acera e pier un „speeder” corrá a corre yega na punto di e pier y a para warda mientras e bapor a bini acera.

E loods a sagudi man di captan di „Mara”, J. P. Turner, a stap ariba e pier, borda e „speeder” y a worde hibá terra.

Apenas e bapor a hanera cu trahadornan ariba waaf a bula abordo y a cuminza conecta e hosenan pa carga e bapor. Ariba e pier otro trahadornan tabata habri valve di e tubonan cu tabata bini for di tanki y e promer di e 40,000 barril di crudo di Mara a cuminza corre na bordo.

Mientras e hosenan tabata worde conectá un clerk di waaf, un komunies y un miembro di Guardia Nacional Venezolana — bistí den uniform berde cu laars y petchi — a bini abordo. Nan a conferi cu Capt. Turner un rato y nan a bai.

Heuter tramerdia e pompan tabata pusha barril tras barril di azeta den tankinan di „Mara.” E marcanan di hundura ariba su boeg tabata desaparece un tras di otro bao awa segun e bapor tabata saak bao di e carga di crudo.

Ariba waaf algun di e wharfingers tabata sintá den sombra di e plataforma ariba cual e hosenan tabata montá y tabata combersa. Otro tabata pesca. Uno tabata camna pariba pabao ariba e pier cu un speer di tres punto rondiando pescá cu pega. Un guardia, cu machete na man, bistí cu helm, carson y camisa shinishi cu un emblema oranje di Shell ariba su saco, tabata patruya e pier.

Solo tabata cuminza baha ora un aeroplano amphibio di dos motor, operá door di uno di e companianan di azeta, a bini abao for di ariba e lago y a bai den direccioen di terra. Botonan di pesca, tur cu bela, a sigui den mes direccioen.

4:30 a zona un bel indicando cu cuminda tabata ela pa e tripulanteen cu mester cambia esnan na warda. Mei ora despues a aparece stewards den jas blanco y a batí bel pa e resto bai come.

Despues di cuminda Promer Oficial L. R. Good a aparece cu un spel y a refleja rayonan di solo drentando door di tapadera habri di un tanki. El a camna henter largura di e bapor, reflejando cu e spel pa mira com yen cada tanki ta.

Pa check progreso di yenamento e oficialnan ta usa spel ariba dia cu tin solo, un flashlight anochi. Segun cada tanki tabata yena Sr. Good tabata duna orden pa cerrele.

Ora e ultimo tanki tabata yen e trahadornan di waaf a drain e hosenan den emchi y a basha e crudo den un tanki banda drechi. Anto nan a los e hosenan, bolbe hiza nan ariba pier y a tuma nan post na e ca-buayan.

Algun minuut promer cu e bapor tabata ela pa sali e „speeder” a bolbe aparece cu un otro loods. El a subi na bordo, Capt. Turner a duna orden pa bai adilanti y „Mara” a laga sali den e lago mientras ultimo rayonan di solo tabata desaparece.

E bapor, mandando 15 pia, 9½ inch cargá, no por a sigui e mes camina banda di Boei No. 24 pero tabata forzá pa bai mas abao unda e awa ta mas hundo y a bolbe drenta e canal door di Boei No. 28.

Pa tempo cu „Mara” a bira banda robez y cuminza su viaje di regreso door di e lago, noch a cerra. Atras luznan di continente tabata brilla bao di un tinto corrá den aire. Adilanti luznan berde y corrá di e beinan tabata munstra camina door di e canal.

Cu e bapor na camina e tripulacion a cuminza prepara pa noch. Un pa un luznan di e cabina a paga te ora solamente luznan di navegacion di e bapor y un luz den cabina di e captan — unda el tabata haci algun traba di administracion — tabata brilla den obscuridad.

De vez en cuando un luz ta ceude den e cuarto di carchi, keda algun momento mientras Tercer Oficial John McBride tabata scirbi den log-hock di e bapor, y despues paga.

Mientras e bapor tabata subi e lago hiento tabata bira mas dure. Unda promer e tabata hunga solamente un poco cu e antenna di radio, awor e tabata doblele manera un boog.

E tabata zuta e olanan mas y mas halto te ora nan tabata pasa un pia ariba e dek mas abao y dal contra e banda di tankinan atras. Maske e tabata tur cargá, „Mara” tahata lora ora e tabata encontra e olanan.

Na banda robez luznan di e draga „Jamaica Bay” por worde mirá mientras e tabata traha ariba e canal nobo.

Aercando San Carlos hendenan abordo di e bapor a mira com tur luznan a dal paga. „E generador mester a danja atroba,” e stuurman a bisa. „Tur ora ta asina.”

Cu agilidad practicá e loods a bula ariba e dek abao net ora un da tabata retraxede, bula over di e platchinan muhá ariba dek y a pasa den e lancha cu a bin buskele cual a kita mes ora y desaparece atias.

Pasá di San Carlos, ora „Mara” a eoi den e Golfo abierto for di pro-teccioen di Isla Zapara, e bapor a encontra un lamar bruto. Ola tras ola tabata laha ariba dek. Mientras e bapor a laga e ultime paar di luz di

e canal atras di promer ola a pasa ariba boeg di e bapor y a manda gota di awa te ariha bentana di e brug.

Como „Mara” tabata oprimi bao di e cantidad di carga e no por a subi cu e olanan pero mester a hala su curpa door di e olanan. Su velocidad a baha seis milla, e bapor a sigui door di anochi y mainta loiendo den lamar turbulente y temblando mientras cada ola tabata haci toneladan den awa parti contra su boeg.

Mas of menos cuatro 'or di marduga biento, fiel na predicción di Capt. Turner, a cuminza cai. Maske ainda lamar tabata halto, nan tubata kibra menos frequente over di e boeg. Ora e tripulacion a lama „Mara” tabata nabega na siete milla constante door di un lamar moderá.

Despues di desayuno e hombernan a cuminza cu nan trabaonan di tur dia. Nan a saca e heronan di chip, kwashi di verf, e rohan di cabuya y cable. Mas of menos 9 a.m. Promer Oficial Good a aparece den un life jacket y a duna orden pa e bapor su ejercicio semanal.

E miembran di tripulacion a corre den tur direccioen marando nan life jacket segun nan tabata corre. Ora e oficial a duna seujal cada uno a cuminza cu su trabao particular. Algun tabata los e bote salbabida. Otro tabata pará el a cabuya na man pa lage'le baha.

Ora a rezona un otro comando e hombernan a hiza e bote over di canto di e bapor. E oficial a ordena pa haza e bote algun pia, despues trecc'le aden atroba y mare'le. E hombernan a bolbe pa nan trahao, haciendo pret cu otro tocante nan actividad durante e ejercicio.

A yega merdia, warda a cambia y e bapor a sigui. Dos tanquero di oceano a pasa banda robez y a sigui pa e lago. Un harco di bela a crusa dilanti di „Mara” y e pescadornan abordo a lamta para pa hiza man.

Ya tabata birando tardi ora e bapor a pasa 2½ milla dilanti luz di Macolla. Capt. Turner a anuncia tres ora mas pa Aruba. Un poco rato despues e isla a bini na vista. Di promer eos cu hende por a mira tabata tankinan di refineria y e tanki nebo di awa pafor di Santa Cruz cu tabata refleja ultimo rayonan di solo.

Ora obscuridad tabata cerra dos luz di haaf tahata penetra te leuw. Anto e luznan di Cat Plant tambe a bini na vista. Y despues otio luznan den refineria y baaf.

Di repente un rayo blanco a blink for di haaf den direccioen di „Mara.” Casi un minuut el a keda cende paga, mandando un mensaje na Morse Code pa e bapor, anto stop. Promer Oficial Good a contesta cu e luznan ariba e cuarto di stuur. Anto el a reporta na Capt. Turner cu „Mara” mester drenta pa Entrada Pabao y mara na No. 2 Lake Tanker Dock.

Mientras e bapor tabata acercando e entrada, e homber y oficialnan cu no tabata na warda tabata prepara pa bai terra. Di mas cu nan por a conta ariba dje tabata mas of menos ocho ora mientras e bapor ta des-carga promer cu nan bolbe pa Lago Maracaibo.

Tabata Diasabra anochi y mayoria tripulantenan tabatin intencion di bai mira nan familia of pa pasa anochi na terra. Algun di e oficialnan tabata preparando pa un baile na Marine Club. Otro tabatin idea di pasa e tempo den nan cuarto na terra.

Aercando e entrada e captan a draai „stand by” ariba e telegraaf y e maquinistanan a tuma nan lugar na nan valve, handle y wijzernan.

Capt. Turner a baha velocidad te mitar, anto el a laga e stuurman bira e bapor asina cu e luznan di guia color corrá y berde tabata den linea cu e bapor. Door di e entrada, e captan tabata ordena cambionan chikito den direccioen mientras e bapor tabata pasa Gasoline Docks, Reef Docks y sigui pa su destino.

Students Honor Teacher



PARTING GIFT for Forest Meyers, TSD-Engineering, was presented to him at a combination graduation and going-away party by a group of off-the-job students who recently completed a one-year course in engineering mechanics taught by Mr. Meyers. Of the 22 men who started the rugged course, which was taught at university level, only seven finished. To complete the course each man had to devote at least 400 hours to home-work and to attend 100 hours of class-room lecture. Those who were given certificates by Mr. Meyers were M. La Rode, L. Robertson, and F. Greene, all of the Marine Dept.; Lincoln Lewis of the Process Dept.; J. U. Reyes, F. Dijkhoff and E. H. A. Tjin Kon Fat, all of the Technical Service Dept. The course was aimed at providing a background for engineering design. It covered a study of engineering mechanics and strength of engineering materials, including instruction in sufficient mathematics such as descriptive geometry and vector analysis as was needed to cover the work in the course. Although only a few weeks have elapsed since the course was finished, several of the men have already applied their increased knowledge to their jobs.

Cuatro Empleado Ta Retira Cu Casi Un Siglo Di Servicio

Cuatro empleado di Lago, kende su servicio combiná ta alcanza casi un siglo, lo retira Aug. 1. Nan ta Juan F. Laclé, Percy O. Hope, Josephus Giel y Eusebio A. Ras. Tur cu excepcion di Sr. Hope — kende tin intencion di bolbe St. Vincent — ta yiu di Aruba y lo keda biba aki.

Sr. Laclé, empleá na 1926 como laborer den Marine — Wharves, tin mas cu 28 anja di servicio. Na 1930 el a bira wharfinger den Receiving & Shipping y a keda den e departamento aki.

Sr. Hope tabata empleá primer como laborer na 1930 den Masons & Insulators. Durante su mas cu 23 anja di servicio el a traha tambe como verfd, labrador di wea y di taya, ayudante ariba truck, wharfinger B y A y corporal C den Receiving & Shipping — Wharves.

Sr. Giel, cu mas cu 22 anja di servicio, lo retira como Mason A. El tabata empleá na 1925 como laborer. Ocho anja despues el a bira mestá segunda clase den Masons & Insulators y desde e tempo el a traha como Mason C, B y A.

Sr. Ras lo retira como salvageman B despues di mas cu 20 anja di servicio. El tabata empleá como laborer na 1933, a bira un helper den Pipe Craft na 1934 y desde e tempo el a traha como pipefitter C y B y como salvageman B.

Six Men Named For Esso Heights Advisory Group

Six men have been nominated for three open seats on the Esso Heights Advisory Committee which will be contested in an election scheduled for July 29 and 30.

Named by a nominating committee headed by F. Wiltshire were:

O. D. Ifill, electrical helper A in Mechanical-Electrical; five years, seven months of service.

L. A. Griffith, carpenter helper A in Mechanical — Carpenter and Paint; six years, six months of service.

Marie A. William, painter C in Mechanical — Carpenter and Paint; seven years, nine months of service.

Arthur W. Shackness, nurse in Medical — Plant Dispensary; six years, eight months of service.

Milton C. Sewett, mason helper A in Mechanical — Masons and Insulators; five years, seven months of service.

Wilbert E. Walcott, mason A in Mechanical — Masons and Insulators; six years, six months of service.

Would — be candidates have until July 14 to submit official petitions signed by 25 eligible voters. Petition forms are available in Room 212 of the Industrial Relations Department.

Peeren Named Zone Foreman

Cornelius F. J. Peeren, former job training instructor in Mechanical-Electrical, was promoted to zone foreman — Electrical effective July 1.

Mr. Peeren was first employed in 1933 as an electrician 4th class. Between 1933 and 1949 he served as a tradesman, supervisor and zone foreman in Electrical in 1949 transferred to the Shipyard where he was an electrical inspector. He returned to Electrical in 1953 as a job training instructor.

Schedule of Paydays

Semi-Monthly Payroll

July 16 - 31 Monday, Aug. 9

Monthly Payroll

July 1 - 31 Tuesday, Aug. 10



PROCESS OPERATOR I. G. Lopez began as a helper, now runs a battery of gas-compressors in Lago's GAR-1.

PROCESS OPERATOR I. G. Lopez a cuminza como un helper, awor ta manega un bateria di compresornan di gas.

Lago Men Tell MULO Graduates



RIGGER Angel Martinez started as a laborer, now helps direct work of men who erect and dismantle refinery units.

RIGGER Angel Martinez a cuminza como un peon, awor el ta yuda dirigi trabao di diferente ofre hombernan.



SURVEYOR G. Maduro, engineering trainee, leads team measuring distances and angles between refinery units.

MIDIDOR G. Maduro, un engineering trainee, ta dirigi un team cu ta midi distancia y hukinan.



PIPEFITTER A G. J. Meyers began as LVS student, knows refinery pipe maze intimately, now leads three men.

PIPEFITTER A G. J. Meyers a cuminza como estudiante den school di ofishi, awor ta guia tres homber.

How To Choose A Career

Preparation for a career in today's industrial world is the topic of a series of lectures, films and tours of Lago's refinery now being given MULO graduates by members of the Industrial Relations Department.

The series is based on two facts: (1) Skilled technicians and specialists are the back-bone of modern industry; (2) today, a young man can systematically choose a career.

Pictured on this page are a few of the highly-skilled men who have found careers with Lago, a typical modern industrial establishment. They are pictured, not because they are unique, but because they are representative of the modern technician in industry.

Although each of the men shown here follows a different line of work, and although each has a different background they have two things in common. They get their hands dirty. They are work-leaders, top-rated men in their craft.

The smudges on their hands and their sweat-stained shirts are badges of membership in a select fraternity of men; men who combine careful training, quick-thinking and nimble hands with the ability to lead others. This is the combination upon which industry must depend to turn the raw materials of nature into a wide variety of products and services which have brought convenience, comfort and a high standard of living to many millions of people throughout the world.

To help ambitious and alert young men join this fraternity is the aim of the vocational guidance experts who are now meeting with the 1954 MULO school graduates. As Frank P. Cassens, industrial psychologist of Lago's Personnel studies Group and first speaker in the series explained it, vocational guidance is a "map" that can guide a young man (or woman) toward a happy and useful career.

To use the "map" a young man has to know himself, the availability of jobs and the range of rewards. These three things Mr. Cassens puts into what is called the vocational guidance equation which looks like this:

YOU + JOBS + REWARDS = THE RIGHT JOB FOR YOU

In talking to the MULO graduates last Saturday, Mr. Cassens said, in part, "The first factor is you. You should know your achievements — the things you have done in school and out. You should know your abilities — how good you are at certain things, how easy you learn and do some things; how difficult it is for you to learn and do others.

"You may work better with numbers than with words; better with real things than with symbols that stand for them; or you may be better at dealing with people than with ideas. You should know your interests — the things you like or do not like. You should know your own personality — that is how you behave in different situations and how people react to you."

When deciding on what kind of a job to consider, Mr. Cassens advised the graduates to find out how much training is required to do the job. He also advised them to investigate the conditions and what the job will require once employment is found.

Mr. Cassens said that rewards can be spiritual, social, personal or material and that the rewards which appeal to one person may not necessarily appeal to another.

Taken together, the so-called "factors" of the vocational guidance equation can add up to a wise choice of a career. But there are several "ifs." If the person making the choice is properly motivated — that is has a deep-seated desire to make good; and if there are jobs available in his chosen field. Fortunately, the second "if" can be forecast for a considerable period for a large number of different kinds of jobs.

Motion pictures and other talks delivered to the MULO graduates showed the importance of jobs other than clerical, jobs like those held by the men pictured here.

The series of vocational discussions was arranged in cooperation with Aruba school officials who approved the emphasis on technical skills which are in demand throughout the industrial world.

Graduantenan a Recibi Aviso di Carera

Preparacion pa un carera den mundo industrial di awendia ta tópico di un serie di lectura, película y paseo den refineria cu awor ta wordé duná na muchanan cu ta caba school di MULO doar di miembrinan di Departamento di Relaciones Industriales.

E serie ta basá ariba dos hecho: (1) Hombernan cu ta traba cu nan man ta espalda di industria moderno; (2) e principio di guia vocacional por yuda un hoben haei un bon seleccion di un carera.

Munstrá ariba e pagina aki ta algun di e hombernan bon entrená cu a haei un carera ba Lago, un typico empresa industrial moderno. Nan ta munstrá ariba retrato, no pasobra nan ta único, pero pasobra nan ta representativo di e homber moderno di ofishi.

Maske cada un di e hombernan munstrá aki ta haei un diferente sorto di trabao, y maske cada uno tio un diferente saber, nan tin dos cos común: Nan ta susha nan man. Nan ta guiodornan di trabao, hombernan di alta rango den nan trabao.

E mancha ariba nan man y nan camisa muhá cu sodor ta nan ficha como miembro den un selecto fraternidad di homber; hombernan cu ta combina entrenamiento cuidadoso, pensamiento rápido y manun hábil cu eabilidad pa guia otro. Esaki ta e combinacion ariba eual industria mester depende pa cambia e materialban crudo di naturaleza den un variedad di productonan y servicio cu a trece facilidad, comodidad y un standard halto di bida pa hoi millones di hende den benter mundo.

E yuda hombernan ambicioso y alerto asocia cu e fraternidad aki ta intento di e expertonan di guia vocacional cu awor

ta encontra cu e muchanan cu ta caba school di MULO e unja aki. Manera Frank M. Cassens, psychologico industrial di Personnel Research Division na Lago a spica, guia vocacional ta un "mapa" cu por guia un hoben (of mucha muher) den un carera feliz y util.

Ia usa e "mapa" un hoben mester conoce su mes, disponibilidad di trabao y e benefision cu nan ta paga. E tres cosnan aki Sr. Cassens ta pone den algo cu yama equacion di guia vocacional cu ta usiba aki:

BO + TRABAJO + PAGO = RIDA SATISFECHO

Papiando cu e hombernan cu ta caba MULO, Sr. Cassens a bisa Diasabra pasá, "E promer factor ta bo. Bo mester conoce bo acomplimentonan — e cosnan cu bo a haei na school y pafor. Bo mester conoce bo abilidadnan — com bon bo ta den cierto cosnan, com facil bo ta sinja y haei algun cos; com dificil ta pa bo sinja y haei otro.

Ora di decidi eual trabao mester worde considerá, Sr. Cassens a avisa e graduantenan pa averigua cuento entrenamiento mester pa baci e trabao. Tambe el a conscha nan pa investiga e condicionnan y kiko e trabao lo requiri una vez cu empleo ta consegui.

Tumá huento, e "factornan" di e equacion di guia vocacional por produci seleccio di un bon carera, un carera cu ta pas cu loke e persona ta gusta y no ta gusta, su abilidad natural y su personalidad y ta tuma na consideracion vacatura di trabao y tarifa di pago. Contá huento, tur esakinan mester condeui na un bida satisfecho cu bo trabao.

Pelicula y otro lecturaman tabita munstra importacia di trabaoan otro sino di klerk, trabaoan manera esnan di e hombernan munstrá ariba e retratonan.



MASON FOREMAN Cornelius De May began as a stevedore, now supervises full crew of masons and insulators.

FOREMAN DI MESLÀ Cornelius De May a cuminza como un stevedore, awor el ta supervisa un grupo di meslás.

Parade, Barbecue Featured On 4th of July



WITH Police Chief G. B. Brook as grand marshal (in the car, above), the Lago Community Council's annual Fourth of July parade wound through the colony and down to the Picnic Grounds for a colony-wide barbecue.

CU Police Chief G. B. Brook como grand marshal (en auto, arriba), e parada anual di Lago Community Council a marcha den Colony y termina na Picnic Grounds pa un barbecue pa tur residentenan di Colony.

Studenten an a Duna Regalo

Un regalo di despedida pa Forest Meyers, TSD-Engineering, a wordé presentá na dje na un fiesta chikito na ocasión di graduacion y despedida den di un grupo di studente cu recibemente a completa un curso di un anja den engineering mechanics cei a Sr. Meyers.

20 e 22 homberman cu a principia e curso duro, cual tabata na nivel universitario, solamente cinco a caba. Ea completa e curso enda studente mestor a dedica a lo menos 400 ora di estudio na ens y atende 100 ora di les den klas.

Esnan cu a recibi certificado for di Sr. Meyers tabata M. La Rode, L. Robertson, y F. Greene, tur di Marine Dept.; Lincoln Lewis di Process Dept.; J. U. Reyes, F. Dijkhoff, y E. H. A. Tjin Kon Fat, tur di Technical Service Department.

Maske cu a corre solamente algun siman desde terminacion di e curso, varios di e homberman ya a apliaca e saber nobo adquiri na nan trabao.

Donation To Aid Church Building

St. Theresa's Roman Catholic church in San Nicolas is beautifying its building with the construction of a new sacristy for which Lago has donated Fls. 4000 to help defray a part of the cost.

Violenus Wins Run-Off Vote

In an election run-off June 28 and 29 to settle a tie for District Representative in District 10, H. G. Violenus was chosen for the two-year term.

He defeated A. E. Wernet, 47 votes to 33.



WELDER Helper A Federico Maduro is shown receiving a check from fellow Shipyard employees in honor of his retirement after more than 23 years.

WELDER Helper A Federico Maduro ta munstrá recibiendo un check for di companeronan di trabao na Shipyard en honor di su retiro despues di mas cu 23 anja di servicio.

4 Pescador

(Continua di pagina 1)

poco awa di lamar de vez en cuando. Ademas di ta alimento, carni di e pescá curú tabata duna considerable cantidad di awa fresco. Dr. Bombard a bebe e awa di lamar pa yuda evita de-hydracion peligroso.

El a reporta cu el no a bebe mas cu 800 te 900 gram (mas of menos 1/2 pint) den un periodo di cuatro of cinco dia. Anto el ta stop pa varios dia jromer cu el bebe atrofe.

E homberman ahordi di "Bouliki" a tende tocante acomplecionan di e profesor y ora hamber y sol a cogenan, nan a corda. Nan a coi pescá — un di nan un tihorn chikito — y a come nan curú. De vez en cuando nan tabata coi un poco awa di lamar pa spula nan boea.

Capt. St. Ange tabata stuur un rumbo pa terra, pero el no tahatin ni earchi ni instrumento di navegacion como el no tahatin intencion di hai mucho leuw di terra. E posibilidad pa alcanza terra pa casualidad tabata poco. For di Martinique Caribe ta extende 500 milla canto di e rumbo di biento y coriente cu "Bouliki" tabata ailen.

Na Martinique, oficialnan di marina a broadcast un alerto general na tur nabegantenan. Tabatin otro cu tabata interesá den loke a pasa cu e pescadornan. Tur tabata casa. Un tin seis yiu. Pa fin di siman, segur cu nan casa tabata morto, e esposanan a cumina bisti rouw.

Anto, luchando den direccion west door di e pasada di Martinique, entre Dominica y Martinique, arriba camina for di Islanan Canario pa Aruba, a bini "Utilitas," en tanquero Italiano nabegando pa ESSO. Dos dia for di Aruba e operador di radio a coge e mensaje transmiti for di Martinique y Capt. D'Ahinovich a duna orden pa tur hende tira hon vista pa "Bouliki."

Dia 30 di Juny atardi, na 13 45' Latitud Norte y 65 30' Longitud West

— un punto 300 milla for di Martini que — "Utilitas," recht arriba su rumbo, a pasa "Bouliki."

Segun orden di e captan e bapor grandi a reduci velocidad. Un boto salhabida a wordé bahá pa hiza e pescadornan na bordo. E homberman a salba pero ainda e trabao no a caba.

Un katriol potente a swing over di "Bouliki," un cabuya diki a wordé mará rond di dje, y den algun momento e boto a wordé hizá for di den awa y mari arila dek di "Utilitas," Na plena velocidad e tanquero a continua su viaje pa Aruba.

Na yegada den haaf di Lago "Utilitas" a woerde encontrá door di Oficial di Imigracion Leoncio Maduro. El a notifica P. Wurtz, gerente di S. E. L. Mauluro & Sons na Aruba kende frequentemente ta actua na nomher di consul Frances na Curaçao. Sr. Wurtz a notifica consul Frances na Curaçao di presencia y caso di e pescadornan di Martinique y pronto e consul a pone e forzanan potente di diplomacia internacional na moveacion pa yuda e pescadornan.

Curaçao a manda bisa Martinique pa radio door di fuente diplomatico pa informa nan di e salbamento y pa pili instruccion. Martinique a tuma contacto cu Paris. Paris a yama Washington.

Na Washington, oficialnan di NATO tabata sabi cu dos bariminas Frances, "Eglantine" y "Gardenia," parti di forzanan internacional di NATO, tabata na camina for di San Diego, California, door di Panama Canal y Martinique, pa Brest, Francia. Cuartel general di NATO na Washington a manda instruccion pa e dos bariminas pasa Aruba y busca e homberman y nan boto.

Mientras tanto, Sr. Wurtz, actuanda aipla como representante di go-bieno Frances, G. Schouten, un miembro di "colonia" Frances na Aruba y reloactor di "Chuchubí" y "The News," hunto cu algun comerciante di San Nicolas y Lago Community Council kende a wordé spierta door di Sr. Schouten, a pone man na obra pa percura pa e homberman te ora tur os ta ela pa nan bolbe Martinique.

E boto "Bouliki" cu ta midi 30 pia a wordé poni na bordi di "Eglantine" door di derrick-barge No. 14 di Lago yuda pa otro equipo di haaf. Capt. St. Ange y su tripulacion a bao bordo di "Gardenia" unda e oficialuan tripulacion a dungi nan un covali bienvenida.

Poco despues cu e pescadornan a bai ahorsb, e bapornan di guerra di 144 pia largo, nan curpa di pab non-magnetico cortambo den awa, a sali for di haaf di Lago y a eoi rumbo pa Fort de France, Martinique.

Poco jromer cu nan a sali, Capt. St. Ange, a basi, "Masha danki ju e gran bienvenida na Aruba. Nunca nos lo lubiola basi carinjo."

Idea On Cracking Leads May Pay-Off Of Fls. 1775

A Fls. 275 award for a suggestion affecting the operation of all cracking units headed the list of 'Coin Your Ideas' grants handed out in May when 42 suggestors shared Fls. 1775.

The top award went to Frank Mingo, a Cracking operator, who proposed that connections from the discharge side of Nos. 1 and 2 recirculating gas oil pumps on all cracking units be tied into the evaporating tower liquid level column.

His suggestion, the CYI committee said, resulted in improved operation of the level controllers, saved oil and was a convenience to the operating personnel.

The second top award — Fls. 150 — went to L. Yarzagary of Mechanical-Paint who suggested a new way of refinishing furniture which the committee said resulted in reduced finishing time and improved results.

V. L. Joseph of the Lago Police Department took down the third top award of Fls. 100 for suggesting that hand rails be installed on the No. 2 Finger Pies as a safety feature.

Other winners were:

Colony Service Department

C. A. Wickham Fls. 50
Mech. - Electrical - Relamping - Provide bag for burned out lamps.

N. Croes Fls. 30

O. Jacobus Fls. 25

I. L. Grauer Fls. 25

NEW ARRIVALS

May 28

ROBLES, Wally - TSD Eng.: A daughter, Rebecca Elizabeth.

WERLEMAN, Rosario - Machine: A daughter, Justina Maria.

WILLIAMS, Leon J. - Marine Officer: A daughter, Linda Lucia.

PETERSON, Benjamin N. - Acid & Edel: A daughter, Edina Maria.

SHARON, Robert E. - Accounting: A son, Robert Michael.

May 29

LLOYD, Victor B. - Steward Serv.: A son, Edward.

May 30

RASMIJN, Mario - Machine: A son, Angel Roberto.

TROMP, Hyacintho - Mason: A daughter, Mariana Filomena.

HASSELMAN, Vivian - Acid & Edel: A daughter, Audrey Corinne.

SEMELEER, Marcelo - Marine Wharves: A daughter, Aida Rafaela.

STEWART, John C. M. - Medical: A daughter, Shirley Mihrelle.

May 31

WINTERHAL, Jacob B. - Garage Transp.: A son, Juan Roberto.

SOLOGNE, Thomas A. - Medical: A daughter, Eliza Petronilla.

June 1

TRIMON, Paul - TSD Lab 1: A son, Minto Arsenio.

June 2

INOCENCIA, Eddy P. - Marine Officer: A son, Huswin Bryan.

June 3

EMERENCIA, Jaime M. - Shipyard: A daughter, Emerita Maria.

June 4

BROWNE, Louis V. - Lago Police: A daughter, Marita Pamela.

June 5

ANGELA, Candido - Accounting: A son, June.

June 6

IGNACIO, Mathew B. - TSD Lab 1: A daughter.

June 7

TRIMON, Paul - TSD Lab 1: A son, Minto Arsenio.

June 8

HERNANDEZ, Hose M. - LOF: A son, Fernando.

June 9

HERNANDEZ, Benedit - Storehouse: A son, Slater.

June 10

A daughter, Joanne Ann.

June 11

BOEKHOUDT, Siegfried - Col. Commissary: A son, Luis Jacinto.

June 12

G. Th. Walle Fls. 50

Exec. - Marketing - weld pipe from drain hose to No. 2 tank.

June 13

H. Linscheer Fls. 35

June 14

S. Tromp Fls. 30

June 15

V. L. Joseph Fls. 100

June 16

Provide hand rails - No. 2 Finger Pier.

June 17

Technical Service Department

Engineering Fls. 50

June 18

I. R. Martinez Fls. 50

Accounting IBM machines - replace existing outlets with twist lock outlets & plugs.

June 19

G. E. Hartwell Fls. 40

June 20

Process Design Fls. 25

June 21

N. J. Drieberk Fls. 25

Ind. Rel. Department

J. A. Croes Fls. 60

LR. - LVS - Install wire mesh from floor or bunkhouses to ground level.

S. Brathwaite Fls. 40

F. Parris 2 (6) Fls. 25

A. Reyes Fls. 25

B. van der Linde Fls. 20

Marine Department

R. N. Wilkie Fls. 50

Make individual check on all clean oil tankers — to load without using steam from shore.

N. H. Wong Fls. 30

Mechanical Department

S. L. DeWeese Fls. 75

Process - LOF - No. 10 crude still - make present headers similar to return bend headers on No. 11 G.O. unit.

S. Baechus Fls. 25

S. N. Singh Fls. 20

Carpenter

A. V. Vuckan Fls. 25

Electrical

H. O. Stoddard